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## पेट्रोलियम और प्राकृतिक गैस मंत्रालय

## अधिसूचना

नई दिल्ली, 20 अगस्त, 2015

**का.आ. 2330(अ).**—केन्द्रीय सरकार को लोकहित में यह आवश्यक प्रतीत होता है कि हरियाणा राज्य में मेहसाना से भटिण्डा पाइपलाइन (हिसार स्परलाइन) तक प्राकृतिक गैस परिवहन के लिए जीएसपीएल इंडिया गेसनेट लिमिटेड, (जीआइजीएल) द्वारा एक पाइपलाइन बिछाई जानी चाहिए ;

और केन्द्रीय सरकार को ऐसी पाइपलाइन बिछाने के प्रयोजन के लिए यह आवश्यक प्रतीत होता है कि ऐसी भूमि में जो इससे उपाबद्ध अनुसूची में वर्णित है, जिसमें उक्त पाइपलाइन बिछाए जाने का प्रस्ताव है, उपयोग के अधिकार का अर्जन किया जाए ;

अतः अब, केन्द्रीय सरकार, पेट्रोलियम और खनिज पाइपलाइन (भूमि में उपयोग के अधिकार का अर्जन) अधिनियम, 1962 (1962 का 50) की धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, उस भूमि में उपयोग के अधिकार का अर्जन करने के अपने आशय की घोषणा करती है ;

कोई व्यक्ति, जो उक्त अनुसूची में वर्णित भूमि में हितबद्ध है, उस तारीख से जिसको इस अधिसूचना से युक्त भारत के राजपत्र की प्रतियाँ साधारण जनता को उपलब्ध करा दी जाती हैं, इक्कीस दिन के भीतर भूमि के नीचे पाइपलाइन बिछाए जाने के लिए उसमें उपयोग के अधिकार के अर्जन के सम्बन्ध में श्री जयदेव (रिटायर्ड), जिला राजस्व अधिकारी, सक्षम प्राधिकारी, मेहसाना से भटिण्डा प्राकृतिक गैस पाइपलााइन नेटवर्क, जीएसपीएल इंडिया गेसनेट लिमिटेड (जीआइजीएल), मकान नं. 986-पी, सेकटर-16-17, हिसार, हरियाणा स्टेट, पीन नं. 125 005 को लिखित रूप में आक्षेप भेज सकेगा ।

अनुसूची

तहसील : हिसार जिला : हिसार राज्य : हरियाणा

| क्रम सं. | ग्राम का नाम | खसरा नं. | क्षेत्रफल | | |
|---|---|---|---|---|---|
| | | | हेक्टेयर | एयर | वर्ग मीटर |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | लाडवा (एच.बी.नं. 156) | 226//5 | 00 | 00 | 40 |
| | | 226//6 | 00 | 01 | 03 |
| | | 226//7 | 00 | 00 | 60 |
| | | 226//4/2 | 00 | 04 | 24 |
| | | 226//4/1 | 00 | 06 | 69 |
| | | 226//3 | 00 | 13 | 24 |
| | | 226//2 | 00 | 00 | 84 |
| | | खसरा नं. 226//2 और 209//22 के बीच में (सरकारी रास्ता) | 00 | 02 | 24 |
| | | 209//23/1 | 00 | 00 | 80 |
| | | 209//22 | 00 | 12 | 97 |
| | | 209//21/2 | 00 | 05 | 68 |
| | | 209//21/1 | 00 | 07 | 14 |
| | | 209//20/2 | 00 | 02 | 30 |
| | | 210//25/2 | 00 | 00 | 50 |
| | | 210//16 | 00 | 15 | 34 |
| | | 210//15 | 00 | 03 | 44 |
| | | 210//17/1 | 00 | 00 | 40 |
| | | 210//14 | 00 | 13 | 33 |
| | | 210//7/2 | 00 | 03 | 88 |
| | | 210//7/1 | 00 | 02 | 07 |
| | | 210//8 | 00 | 10 | 82 |
| | | 210//3 | 00 | 08 | 49 |
| | | 210//2 | 00 | 09 | 26 |
| | | 189//22/2 | 00 | 10 | 05 |
| | | 189//21 | 00 | 06 | 44 |
| | | 189//20 | 00 | 12 | 87 |
| | | 189//11/1 | 00 | 00 | 40 |
| | | 188//16 | 00 | 03 | 90 |
| | | 188//15 | 00 | 13 | 61 |
| | | 188//14 | 00 | 00 | 50 |
| | | खसरा नं. 188//15 और 188//7 के बीच में (सरकारी रास्ता) | 00 | 01 | 39 |
| | | 188//6 | 00 | 01 | 00 |
| | | 188//7 | 00 | 16 | 81 |
| | | 188//8 | 00 | 00 | 60 |
| | | 188//4 | 00 | 01 | 48 |
| | | 188//3 | 00 | 15 | 23 |
| | | 188//2 | 00 | 00 | 40 |
| | | 172//23 | 00 | 04 | 38 |
| | | 172//22 | 00 | 10 | 10 |
| | | 172//19/1 | 00 | 11 | 63 |
| | | 172//20/2/2 | 00 | 01 | 03 |
| | | 172//12/2/2 | 00 | 00 | 50 |
| | | 172//20/2/1(सरकारी सड़क) | 00 | 00 | 70 |
| | | 172//12/2/1(सरकारी सड़क) | 00 | 00 | 40 |
| | | खसरा नं. 172//19/1 और 172//11 के बीच में (सरकारी अस्फालटेड रोड़) | 00 | 01 | 12 |
| | | 172//11/1(सरकारी सड़क) | 00 | 00 | 75 |

| | | | | |
|---|---|---|---|---|
| लाडवा | 172 / / 12 / 1 / 2(सरकारी सड़क) | 00 | 00 | 40 |
| (एच.बी.नं. 156) | 172 / / 12 / 1 / 1 | 00 | 00 | 40 |
| जारी..... | 172 / / 11 / 2 | 00 | 11 | 87 |
| | 172 / / 10 | 00 | 09 | 19 |
| | 173 / / 6 | 00 | 05 | 22 |
| | 173 / / 5 | 00 | 14 | 41 |
| | 148 / / 25 | 00 | 04 | 89 |
| | 148 / / 24 | 00 | 09 | 52 |
| | 148 / / 17 | 00 | 13 | 60 |
| | 148 / / 18 / 1 | 00 | 00 | 90 |
| | 148 / / 14 | 00 | 01 | 41 |
| | 148 / / 13 / 2 | 00 | 00 | 60 |
| | 148 / / 13 / 1 | 00 | 12 | 40 |
| | 148 / / 8 | 00 | 10 | 69 |
| | 148 / / 9 | 00 | 03 | 73 |
| | 148 / / 3 / 2 | 00 | 00 | 40 |
| | 148 / / 2 / 2 | 00 | 14 | 60 |
| | 148 / / 2 / 1 | 00 | 00 | 80 |
| | 134 / / 22 | 00 | 05 | 40 |
| | 134 / / 21 | 00 | 08 | 50 |
| | खसरा नं. 134 / / 21 और 134 / / 20 के बीच में (सरकारी रास्ता) | 00 | 01 | 19 |
| | 134 / / 20 | 00 | 11 | 67 |
| | 134 / / 11 / 2 | 00 | 01 | 33 |
| | खसरा नं. 134 / / 20 और 135 / / 15 के बीच में (सरकारी रास्ता) | 00 | 01 | 83 |
| | 135 / / 16 | 00 | 00 | 40 |
| | 135 / / 15 | 00 | 11 | 88 |
| | 135 / / 6 / 2 | 00 | 11 | 51 |
| | 135 / / 6 / 1 | 00 | 00 | 60 |
| | 135 / / 7 | 00 | 02 | 33 |
| | 135 / / 5 | 00 | 00 | 40 |
| | 135 / / 4 | 00 | 15 | 30 |
| | 110 / / 24 | 00 | 06 | 15 |
| | 110 / / 23 | 00 | 09 | 23 |
| | 110 / / 18 | 00 | 12 | 20 |
| | 110 / / 19 / 1 | 00 | 03 | 26 |
| | 110 / / 13 | 00 | 00 | 40 |
| | 110 / / 12 | 00 | 15 | 19 |
| | 110 / / 9 / 2 | 00 | 01 | 14 |
| | 110 / / 9 / 1 | 00 | 01 | 30 |
| | 110 / / 11 | 00 | 00 | 40 |
| | 110 / / 10 / 2 | 00 | 00 | 60 |
| | 110 / / 10 / 1 | 00 | 12 | 44 |
| | 110 / / 1 | 00 | 08 | 21 |
| | 109 / / 5 | 00 | 07 | 24 |
| | 101 / / 25 | 00 | 13 | 99 |
| | 101 / / 24 | 00 | 02 | 33 |
| | 101 / / 16 | 00 | 00 | 40 |
| | 101 / / 17 | 00 | 15 | 41 |
| | 101 / / 14 | 00 | 02 | 64 |
| | 101 / / 18 मीन | 00 | 00 | 40 |
| | 101 / / 13 / 2 | 00 | 09 | 38 |

| | | | | | |
|---|---|---|---|---|---|
| | लाडवा | 101//13/1 | 00 | 03 | 43 |
| | (एच.बी.नं. 156) | 101//8 | 00 | 07 | 94 |
| | जारी..... | 101//9 | 00 | 07 | 51 |
| | | 101//2 | 00 | 13 | 55 |
| | | 101//1 | 00 | 01 | 90 |
| | | 75//22 | 00 | 00 | 50 |
| | | 75//21/1<br>75//21/2 | 00 | 13 | 42 |
| | | 75//20 | 00 | 12 | 60 |
| | | 75//11 | 00 | 08 | 73 |
| | | 75//10 | 00 | 00 | 60 |
| | | 74//15 | 00 | 03 | 87 |
| | | 74//6 | 00 | 12 | 06 |
| | | 74//5 | 00 | 10 | 73 |
| | | खसरा नं. 74//5 और 70//25 के बीच में (सरकारी अस्फालटेड रोड़) | 00 | 01 | 87 |
| | | 70//25 | 00 | 11 | 99 |
| | | 70//24 | 00 | 00 | 80 |
| | | 70//16 | 00 | 03 | 70 |
| | | 70//17 | 00 | 08 | 90 |
| | | 70//14 | 00 | 12 | 60 |
| | | 70//7 | 00 | 12 | 60 |
| | | 70//4 | 00 | 09 | 98 |
| | | 70//3 | 00 | 02 | 62 |
| | | 41//24 | 00 | 01 | 17 |
| | | 41//23 | 00 | 11 | 31 |
| | | 41//17 | 00 | 00 | 60 |
| 2. | मिरका | 37//18 | 00 | 12 | 15 |
| | (एच.बी.नं. 163) | 37//13 | 00 | 12 | 60 |
| | | 37//8 | 00 | 07 | 13 |
| | | 37//9 | 00 | 05 | 47 |
| | | 37//3 | 00 | 00 | 40 |
| | | 37//2 | 00 | 11 | 99 |
| | | खसरा नं. 37//2 और 34//22 के बीच में (सरकारी रास्ता) | 00 | 01 | 04 |
| | | 34//22 | 00 | 12 | 03 |
| | | 34//19 | 00 | 10 | 26 |
| | | 34//20 | 00 | 02 | 34 |
| | | 34//12 | 00 | 01 | 37 |
| | | 34//11 | 00 | 11 | 72 |
| | | 34//10 | 00 | 12 | 60 |
| | | 34//1 | 00 | 12 | 09 |
| | | 13//21 | 00 | 07 | 90 |
| | | 13//20 | 00 | 00 | 40 |
| | | 14//25 | 00 | 04 | 83 |
| | | 14//16 | 00 | 12 | 34 |
| | | 14//15 | 00 | 12 | 60 |
| | | 14//6 | 00 | 13 | 02 |
| | | 14//5 | 00 | 06 | 77 |
| | | 14//4/2 | 00 | 05 | 82 |
| | | 14//7 | 00 | 00 | 40 |
| | | 9//25 | 00 | 00 | 40 |

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|---|---|---|---|---|---|
| | मिरका | 9//24 | 00 | 12 | 32 |
| | (एच.बी.नं. 163) | 9//17 | 00 | 11 | 03 |
| | जारी..... | 9//18/1<br>9//18/2 | 00 | 03 | 66 |
| | | खसरा नं. 9//18/1 और 9//12/1 के बीच में (सरकारी सिवानी फिडर केनाल) | 00 | 10 | 66 |
| | | 9//12/1 | 00 | 02 | 70 |
| | | 9//12/2 | 00 | 07 | 35 |
| | | 9//9 | 00 | 12 | 14 |
| 3. | डाबडा | 116//2 | 00 | 11 | 96 |
| | (एच.बी.नं. 164) | 112//22 | 00 | 09 | 55 |
| | | 112//21 | 00 | 02 | 80 |
| | | 112//20 | 00 | 13 | 62 |
| | | 112//19 | 00 | 02 | 01 |
| | | खसरा नं. 112//20 और 112//11 के बीच में (सरकारी अस्फालटेड रोड़) | 00 | 02 | 64 |
| | | 112//11 | 00 | 06 | 44 |
| | | 112//10/1 | 00 | 10 | 24 |
| | | 112//10/2 | 00 | 02 | 12 |
| | | 112//1 | 00 | 12 | 36 |
| | | खसरा नं. 112//1 और 93//21 के बीच में (सरकारी फिल्ड चेनल) | 00 | 01 | 02 |
| | | 93//21 | 00 | 08 | 97 |
| | | 93//20 | 00 | 02 | 42 |
| | | 93//11/1 | 00 | 03 | 43 |
| | | खसरा नं. 93//11/1 और 93//10/1 के बीच में (सरकारी देवसर फिडर केनाल) | 00 | 06 | 31 |
| | | 93//10/1 | 00 | 03 | 35 |
| | | 93//1 | 00 | 12 | 22 |
| | | 94//25 | 00 | 02 | 36 |
| | | 94//16/2 | 00 | 10 | 80 |
| | | 94//15 | 00 | 10 | 98 |
| | | 94//6/1 | 00 | 02 | 78 |
| | | 94//5/1 | 00 | 00 | 70 |
| | | खसरा नं. 93//1 और 90//21 के बीच में (सरकारी फुटपाथ) | 00 | 01 | 02 |
| | | 90//21 | 00 | 11 | 81 |
| | | 90//20 | 00 | 12 | 81 |
| | | खसरा नं. 90//20 और 89//15 के बीच में (सरकारी फुटपाथ) | 00 | 01 | 11 |
| | | 90//11 | 00 | 01 | 47 |
| | | 89//16 | 00 | 00 | 80 |
| | | 89//15 | 00 | 10 | 87 |
| | | 89//6 | 00 | 12 | 23 |
| | | 89//5 | 00 | 01 | 29 |
| | | खसरा नं. 89//6 और 89//4 के बीच में (सरकारी फुटपाथ) | 00 | 02 | 26 |
| | | 89//7/1 | 00 | 00 | 40 |
| | | 89//4 | 00 | 10 | 76 |
| | | खसरा नं. 89//4 और 70//24 के बीच में (सरकारी फुटपाथ) | 00 | 01 | 11 |
| | | 70//24 | 00 | 12 | 28 |
| | | 70//17 | 00 | 04 | 02 |

| | | | | |
|---|---|---|---|---|
| डाबडा | 70//23 | 00 | 00 | 40 |
| (एच.बी.नं. 164) | 70//18 | 00 | 09 | 44 |
| | 70//13 | 00 | 13 | 14 |
| | 70//8 | 00 | 07 | 70 |
| | 70//9 | 00 | 05 | 75 |
| | 70//2 | 00 | 13 | 46 |
| | 65//22 | 00 | 10 | 76 |
| | 65//21/2 | 00 | 02 | 69 |
| | 65//19 | 00 | 00 | 40 |
| | 65//20 | 00 | 13 | 09 |
| | 65//11 | 00 | 11 | 51 |
| | 65//10 | 00 | 01 | 60 |
| | खसरा नं. 65//11 और 64//6 के बीच में (सरकारी फिल्ड चेनल) | 00 | 02 | 26 |
| | 64//15 | 00 | 00 | 40 |
| | 64//6 | 00 | 10 | 33 |
| | 64//5 | 00 | 09 | 84 |
| | 739 (सरकारी) | 00 | 01 | 11 |
| | 47//26 | 00 | 06 | 31 |
| | 47//25 | 00 | 01 | 00 |
| | 47//24 | 00 | 08 | 67 |
| | 47//17 | 00 | 13 | 46 |
| | 47//14 | 00 | 06 | 38 |
| | 47//13 | 00 | 07 | 57 |
| | 47//8 | 00 | 12 | 18 |
| | खसरा नं. 47//8 और 47//3 के बीच में (सरकारी अस्फालटेड रोड़) | 00 | 02 | 56 |
| | 47//3 | 00 | 08 | 03 |
| | 47//2 | 00 | 05 | 31 |
| | 40//22 | 00 | 00 | 70 |

[फा. सं. एल–14014/17/2015–जीपी-II]

श्रीप्रकाश अग्रवाल, अवर सचिव

## MINISTRY OF PETROLEUM AND NATURAL GAS

## NOTIFICATION

New Delhi, the 20th August, 2015

**S.O. 2330(E).**— Whereas, it appears to the Central Government that it is necessary in the public interest that for the transportation of Natural Gas from Mehsana - Bhatinda Pipeline (Hisar Spurline) a pipeline should be laid in State of Haryana by GSPL India Gasnet Limited.

And whereas, it appears to the Central Government that for the purpose of laying such pipeline, it is necessary to acquire the right of user in land under which the said pipeline is proposed to be laid and which is described in the Schedule annexed here to;

Now, therefore, in exercise of the powers conferred by sub-section (1) of section 3 of the Petroleum and Minerals Pipelines (Acquisition of Right of User in Land) Act, 1962 (50 of 1962), the Central Government hereby declares its intention to acquire the right of user therein;

Any person interested in the land described in the said schedule may, within twenty-one days from the date on which copies of the Gazette of India containing this notification are made available to the public, object in writing to the acquisition of the right of user therein for laying of the pipeline under the land to Shri Jaidev (Retd), District Revenue officer, Competent Authority, Mehsana - Bhatinda Natural Gas Pipeline Network, GSPL India Gasnet Limited (GIGL), House No.986-P, Sector-16-17, Hisar, Pin No. 125 005 (Haryana).

**SCHEDULE**

**Tehsil: Hisar** **District : Hisar** **State : Haryana**

| Sr. No. | Name of Village | Khasara No. | Area | | |
|---|---|---|---|---|---|
| | | | Hectare | Are | Sq.mtr. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | LADWA | 226//5 | 00 | 00 | 40 |
| | H.B No. 156 | 226//6 | 00 | 01 | 03 |
| | | 226//7 | 00 | 00 | 60 |
| | | 226//4/2 | 00 | 04 | 24 |
| | | 226//4/1 | 00 | 06 | 69 |
| | | 226//3 | 00 | 13 | 24 |
| | | 226//2 | 00 | 00 | 84 |
| | | In Bet Khasra No. 226//2 & 209//22 (G/L Cart Track) | 00 | 02 | 24 |
| | | 209//23/1 | 00 | 00 | 80 |
| | | 209//22 | 00 | 12 | 97 |
| | | 209//21/2 | 00 | 05 | 68 |
| | | 209//21/1 | 00 | 07 | 14 |
| | | 209//20/2 | 00 | 02 | 30 |
| | | 210//25/2 | 00 | 00 | 50 |
| | | 210//16 | 00 | 15 | 34 |
| | | 210//15 | 00 | 03 | 44 |
| | | 210//17/1 | 00 | 00 | 40 |
| | | 210//14 | 00 | 13 | 33 |
| | | 210//7/2 | 00 | 03 | 88 |
| | | 210//7/1 | 00 | 02 | 07 |
| | | 210//8 | 00 | 10 | 82 |
| | | 210//3 | 00 | 08 | 49 |
| | | 210//2 | 00 | 09 | 26 |
| | | 189//22/2 | 00 | 10 | 05 |
| | | 189//21 | 00 | 06 | 44 |
| | | 189//20 | 00 | 12 | 87 |
| | | 189//11/1 | 00 | 00 | 40 |
| | | 188//16 | 00 | 03 | 90 |
| | | 188//15 | 00 | 13 | 61 |
| | | 188//14 | 00 | 00 | 50 |
| | | In Bet Khasra No. 188//15 & 188//7 (G/L Cart Track) | 00 | 01 | 39 |
| | | 188//6 | 00 | 01 | 00 |
| | | 188//7 | 00 | 16 | 81 |
| | | 188//8 | 00 | 00 | 60 |
| | | 188//4 | 00 | 01 | 48 |
| | | 188//3 | 00 | 15 | 23 |
| | | 188//2 | 00 | 00 | 40 |
| | | 172//23 | 00 | 04 | 38 |
| | | 172//22 | 00 | 10 | 10 |
| | | 172//19/1 | 00 | 11 | 63 |
| | | 172//20/2/2 | 00 | 01 | 03 |

| | | | | |
|---|---|---|---|---|
| LADWA | 172//12/2/2 | 00 | 00 | 50 |
| H.B No. 156 | 172//20/2/1 ( G/L Sadak) | 00 | 00 | 70 |
| (Cont…) | 172//12/2/1( G/L Sadak) | 00 | 00 | 40 |
| | In Bet Khasra No. 172//19/1 & 172//11 (G/L ASP Road ) | 00 | 01 | 12 |
| | 172//11/1( G/L Sadak) | 00 | 00 | 75 |
| | 172//12/1/2 ( G/L Sadak) | 00 | 00 | 40 |
| | 172//12/1/1 | 00 | 00 | 40 |
| | 172//11/2 | 00 | 11 | 87 |
| | 172//10 | 00 | 09 | 19 |
| | 173//6 | 00 | 05 | 22 |
| | 173//5 | 00 | 14 | 41 |
| | 148//25 | 00 | 04 | 89 |
| | 148//24 | 00 | 09 | 52 |
| | 148//17 | 00 | 13 | 60 |
| | 148//18/1 | 00 | 00 | 90 |
| | 148//14 | 00 | 01 | 41 |
| | 148//13/2 | 00 | 00 | 60 |
| | 148//13/1 | 00 | 12 | 40 |
| | 148//8 | 00 | 10 | 69 |
| | 148//9 | 00 | 03 | 73 |
| | 148//3/2 | 00 | 00 | 40 |
| | 148//2/2 | 00 | 14 | 60 |
| | 148//2/1 | 00 | 00 | 80 |
| | 134//22 | 00 | 05 | 40 |
| | 134//21 | 00 | 08 | 50 |
| | In Bet Khasra No . 134//21 & 134//20 (G/L Cart Track ) | 00 | 01 | 19 |
| | 134//20 | 00 | 11 | 67 |
| | 134//11/2 | 00 | 01 | 33 |
| | In Bet Khasra No. 134//20 & 135//15 (G/L Cart Track ) | 00 | 01 | 83 |
| | 135//16 | 00 | 00 | 40 |
| | 135//15 | 00 | 11 | 88 |
| | 135//6/2 | 00 | 11 | 51 |
| | 135//6/1 | 00 | 00 | 60 |
| | 135//7 | 00 | 02 | 33 |
| | 135//5 | 00 | 00 | 40 |
| | 135//4 | 00 | 15 | 30 |
| | 110//24 | 00 | 06 | 15 |
| | 110//23 | 00 | 09 | 23 |
| | 110//18 | 00 | 12 | 20 |
| | 110//19/1 | 00 | 03 | 26 |
| | 110//13 | 00 | 00 | 40 |
| | 110//12 | 00 | 15 | 19 |
| | 110//9/2 | 00 | 01 | 14 |
| | 110//9/1 | 00 | 01 | 30 |
| | 110//11 | 00 | 00 | 40 |
| | 110//10/2 | 00 | 00 | 60 |
| | 110//10/1 | 00 | 12 | 44 |
| | 110//1 | 00 | 08 | 21 |
| | 109//5 | 00 | 07 | 24 |

| | | | | | |
|---|---|---|---|---|---|
| | LADWA | 101//25 | 00 | 13 | 99 |
| | H.B No. 156 | 101//24 | 00 | 02 | 33 |
| | (Cont…) | 101//16 | 00 | 00 | 40 |
| | | 101//17 | 00 | 15 | 41 |
| | | 101//14 | 00 | 02 | 64 |
| | | 101//18 Min | 00 | 00 | 40 |
| | | 101//13/2 | 00 | 09 | 38 |
| | | 101//13/1 | 00 | 03 | 43 |
| | | 101//8 | 00 | 07 | 94 |
| | | 101//9 | 00 | 07 | 51 |
| | | 101//2 | 00 | 13 | 55 |
| | | 101//1 | 00 | 01 | 90 |
| | | 75//22 | 00 | 00 | 50 |
| | | 75//21/1<br>75//21/2 | 00 | 13 | 42 |
| | | 75//20 | 00 | 12 | 60 |
| | | 75//11 | 00 | 08 | 73 |
| | | 75//10 | 00 | 00 | 60 |
| | | 74//15 | 00 | 03 | 87 |
| | | 74//6 | 00 | 12 | 06 |
| | | 74//5 | 00 | 10 | 73 |
| | | In Bet Kahsra No. 74//5 & 70//25 (G/L Asp Road ) | 00 | 01 | 87 |
| | | 70//25 | 00 | 11 | 99 |
| | | 70//24 | 00 | 00 | 80 |
| | | 70//16 | 00 | 03 | 70 |
| | | 70//17 | 00 | 08 | 90 |
| | | 70//14 | 00 | 12 | 60 |
| | | 70//7 | 00 | 12 | 60 |
| | | 70//4 | 00 | 09 | 98 |
| | | 70//3 | 00 | 02 | 62 |
| | | 41//24 | 00 | 01 | 17 |
| | | 41//23 | 00 | 11 | 31 |
| | | 41//17 | 00 | 00 | 60 |
| 2. | MIRKA | 37//18 | 00 | 12 | 15 |
| | H.B No. 163 | 37//13 | 00 | 12 | 60 |
| | | 37//8 | 00 | 07 | 13 |
| | | 37//9 | 00 | 05 | 47 |
| | | 37//3 | 00 | 00 | 40 |
| | | 37//2 | 00 | 11 | 99 |
| | | In Bet Khasra No. 37//2 & 34//22 (G/L Cart Track) | 00 | 01 | 04 |
| | | 34//22 | 00 | 12 | 03 |
| | | 34//19 | 00 | 10 | 26 |
| | | 34//20 | 00 | 02 | 34 |
| | | 34//12 | 00 | 01 | 37 |
| | | 34//11 | 00 | 11 | 72 |
| | | 34//10 | 00 | 12 | 60 |
| | | 34//1 | 00 | 12 | 09 |
| | | 13//21 | 00 | 07 | 90 |

| | | | | | |
|---|---|---|---|---|---|
| | MIRKA | 13//20 | 00 | 00 | 40 |
| | H.B No. 163 | 14//25 | 00 | 04 | 83 |
| | (Cont…) | 14//16 | 00 | 12 | 34 |
| | | 14//15 | 00 | 12 | 60 |
| | | 14//6 | 00 | 13 | 02 |
| | | 14//5 | 00 | 06 | 77 |
| | | 14//4/2 | 00 | 05 | 82 |
| | | 14//7 | 00 | 00 | 40 |
| | | 9//25 | 00 | 00 | 40 |
| | | 9//24 | 00 | 12 | 32 |
| | | 9//17 | 00 | 11 | 03 |
| | | 9//18/1<br>9//18/2 | 00 | 03 | 66 |
| | | In Bet Khasra No. 9//18/1 & 9//12/1 (G/L Siwani Feeder Canal) | 00 | 10 | 66 |
| | | 9//12/1 | 00 | 02 | 70 |
| | | 9//12/2 | 00 | 07 | 35 |
| | | 9//9 | 00 | 12 | 14 |
| 3. | DABADA | 116//2 | 00 | 11 | 96 |
| | H.B No. 164 | 112//22 | 00 | 09 | 55 |
| | | 112//21 | 00 | 02 | 80 |
| | | 112//20 | 00 | 13 | 62 |
| | | 112//19 | 00 | 02 | 01 |
| | | In Bet Khasra No. 112//20 & 112//11 (G/L Asp Road) | 00 | 02 | 64 |
| | | 112//11 | 00 | 06 | 44 |
| | | 112//10/1 | 00 | 10 | 24 |
| | | 112//10/2 | 00 | 02 | 12 |
| | | 112//1 | 00 | 12 | 36 |
| | | In Bet Khasra No. 112//1 & 93//21 (G/L Field Channel) | 00 | 01 | 02 |
| | | 93//21 | 00 | 08 | 97 |
| | | 93//20 | 00 | 02 | 42 |
| | | 93//11/1 | 00 | 03 | 43 |
| | | In Bet Khasra No. 93//11/1 & 93//10/1 (G/L Devsar Feeder Canal) | 00 | 06 | 31 |
| | | 93//10/1 | 00 | 03 | 35 |
| | | 93//1 | 00 | 12 | 22 |
| | | 94//25 | 00 | 02 | 36 |
| | | 94//16/2 | 00 | 10 | 80 |
| | | 94//15 | 00 | 10 | 98 |
| | | 94//6/1 | 00 | 02 | 78 |
| | | 94//5/1 | 00 | 00 | 70 |
| | | In Bet Khasra No. 93//1 & 90//21 (G/L Foot Path) | 00 | 01 | 02 |
| | | 90//21 | 00 | 11 | 81 |
| | | 90//20 | 00 | 12 | 81 |
| | | In Bet Khasra No. 90//20 & 89//15 (G/L Foot Path) | 00 | 01 | 11 |
| | | 90//11 | 00 | 01 | 47 |
| | | 89//16 | 00 | 00 | 80 |

| | | | | |
|---|---|---|---|---|
| DABADA | 89//15 | 00 | 10 | 87 |
| H.B No. 164 | 89//6 | 00 | 12 | 23 |
| | 89//5 | 00 | 01 | 29 |
| | In Bet Khasra No. 89//6 & 89//4 (G/L Foot Path) | 00 | 02 | 26 |
| | 89//7/1 | 00 | 00 | 40 |
| | 89//4 | 00 | 10 | 76 |
| | In Bet Khasra No. 89//4 & 70//24 (G/L Foot Path) | 00 | 01 | 11 |
| | 70//24 | 00 | 12 | 28 |
| | 70//17 | 00 | 04 | 02 |
| | 70//23 | 00 | 00 | 40 |
| | 70//18 | 00 | 09 | 44 |
| | 70//13 | 00 | 13 | 14 |
| | 70//8 | 00 | 07 | 70 |
| | 70//9 | 00 | 05 | 75 |
| | 70//2 | 00 | 13 | 46 |
| | 65//22 | 00 | 10 | 76 |
| | 65//21/2 | 00 | 02 | 69 |
| | 65//19 | 00 | 00 | 40 |
| | 65//20 | 00 | 13 | 09 |
| | 65//11 | 00 | 11 | 51 |
| | 65//10 | 00 | 01 | 60 |
| | In Bet Khasra No. 65//11 & 64//6 (G/L Field Channel) | 00 | 02 | 26 |
| | 64//15 | 00 | 00 | 40 |
| | 64//6 | 00 | 10 | 33 |
| | 64//5 | 00 | 09 | 84 |
| | 739 (G/L) | 00 | 01 | 11 |
| | 47//26 | 00 | 06 | 31 |
| | 47//25 | 00 | 01 | 00 |
| | 47//24 | 00 | 08 | 67 |
| | 47//17 | 00 | 13 | 46 |
| | 47//14 | 00 | 06 | 38 |
| | 47//13 | 00 | 07 | 57 |
| | 47//8 | 00 | 12 | 18 |
| | In Bet Khasra No. 47//8 & 47//3 (G/L Asphalted Road) | 00 | 02 | 56 |
| | 47//3 | 00 | 08 | 03 |
| | 47//2 | 00 | 05 | 31 |
| | 40//22 | 00 | 00 | 70 |

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